

California Department of Transportation  
Division of Aeronautics

**Federal Aviation Administration Advice about  
Use of Federal Funds for Airport Security Purposes**

September 2001

AIP Funding, Prior to September 11, 2001

Airport Improvement Program (AIP) eligibility limited to safety and security equipment and building construction required by Federal Aviation Regulation (FAR) Part 107 or FAR Part 139.

A. Using any type of AIP funding (discretionary and entitlement) and Passenger Facility Charge (PFC) revenue, these projects for security would include, but not limited to:

1. computerized access controls for ramp areas
2. centralized security office for housing central computer, badge distribution and surveillance
3. badge issuing equipment exclusive of badge stock (except for initial supply)
4. closed circuit TV at ramp access doors,
5. police vehicles if identified in Part 107 security plan
6. explosive detection equipment used by an airport for suspicious packages in terminal
7. fingerprinting equipment
8. planning for security requirements
9. perimeter fencing
10. Explosive disposal equipment, including robot
11. interactive training systems for Part 107 security requirements

B. After 1996, the following projects were added for entitlement funding under extremely limited conditions (small airports funding to ensure continuation of air service) and for PFC revenue:

1. Air Carrier pre-board screening devices (xray and metal detection)
2. Baggage screening devices such as Explosive Detection Systems (EDS)
3. Preboard screening area construction
4. Secured entrance door systems
5. Hand screening wands
6. interactive training systems for Part 108 security requirements

These projects required that the Civil Aviation Security Field Office (CASFO) find that deployment of equipment was necessary to meet FAR Part 108 (airline preboard screening) requirements and that the party required to operate equipment was able and willing to use equipment. Although eligible, very few projects were proposed.

## AIP Funding, After September 11, 2001

All projects listed in sections A and B above approved for any type of AIP funding and for PFC revenue. In general, it would include any equipment or facility constructed to enhance security as accepted by CASFO. The following are included in the list of possible projects:

1. Security equipment projects for airports not covered by Part 107 or Part 108 but that provide commercial service to Part 107/108 airports (can include any project above if necessary for enhanced security or security efficiency.)
2. Security projects that provide facility security that are not associated with preboard screening or ramp access control
3. Bomb detection dogs and kennels
4. Blast fences or berms in parking areas to protect terminals
5. Cameras
6. Security lighting
7. Motion sensors
8. Body armor
9. Improved security for check-in if needed to mitigate security requirements
10. Blast proofing of terminals and glass
11. Reconstruction of terminals to permit isolation of threats to confined spaces in terminals
12. Checkpoint exit lane technology
13. Cargo area security equipment or facilities
14. Land to construct security facilities

### **Items that are ineligible due to statutory limitations**

1. Personnel costs, training, benefits, uniforms
2. Utility costs
3. Maintenance costs
4. Operational costs

## Frequently Asked Questions about Federal Funding for Airport Security

### **Q. What funding is available to fund new security projects under Federal programs?**

**Ans.** The FAA administers two programs that provide funding for airports to make improvements at their airports: the Airport Improvement Program (AIP) and Passenger Facility Charge (PFC) program. AIP is funded on an annual basis from the Aviation Trust Fund. A fee imposed on passengers in commercial aviation generates PFC revenue.

Safety and security projects have the highest priority at FAA.

### **Q. What projects can you approve under AIP and PFC?**

**Ans.** Traditionally, AIP funds have been used to purchase equipment and facilities that are considered necessary to comply with an airport's responsibilities under Federal security regulation, called Federal Aviation Regulation (FAR) Part 107. Simplistically, FAR Part 107 involves the security (access control and detection) of portions of the aircraft operation areas. Another regulation (FAR Part 108) that requires air carriers to conduct pre-board screening has not been generally funded under AIP since these costs are considered an air carrier cost. Other security projects unique to an individual airport could be approved if found to significantly enhance security at that airport.

Use of PFC eligibility mirrored AIP eligibility for these projects.

In 1996, there was a change in the law that permitted AIP and PFC to fund traditionally FAA Part 108 projects. The FAA in implementing this change determined, as a matter of policy, that only in limited cases could AIP entitlement funds be used. Federal expenditures for some FAA Part 108 items such as explosive detection systems (EDS) were budgeted and appropriated through the FAA's Facilities and Equipment Program. PFC revenue could be used, however, to a larger extent so long as our security office approved the project as necessary to meet Part 108 and that there would be an acceptable operator of the equipment.

### **Q. Does FAA view the eligibility of projects differently due to the events of September 11?**

**Ans.** Absolutely. One of the early actions that FAA took was to advise its field facilities that the policies that restricted AIP funding were being temporarily lifted. What this means is that FAA can use discretionary funding and will permit airports to use their entitlement funding for any security project (for equipment and facilities) that the Civil Aviation Security Field Office (CASFO) approves to improve security at the airport. These projects will not be limited to either FAA Part 107 or FAR Part 108, but may include any project at an airport for the security protection of persons, baggage and cargo on an airport or onboard aircraft. A list of possible projects follows:

1. Computerized access controls for ramp areas
2. Centralized security office for housing central computer, badge distribution and surveillance
3. Badge-issuing equipment exclusive of badge stock (except for initial supply)
4. Closed circuit TV at ramp access doors
5. Police vehicles if identified in Part 107 security plan
6. Explosive detection equipment used by an airport for suspicious packages in terminal
7. Fingerprinting equipment
8. Planning for security requirements
9. Perimeter fencing
10. Explosive disposal equipment, including robot
11. Interactive training systems for Part 107 security requirements
12. Air Carrier pre-board screening devices (x ray and metal detection)
13. Baggage screening devices such as Explosive Detection Systems (EDS)
14. Preboard screening area construction
15. Secured entrance door systems
16. Hand screening wands
17. Interactive training systems for Part 108 security requirements
18. Security equipment projects for airports not covered by Part 107 or Part 108 but that provide commercial service to Part 107/108 airports. (Can include any project above if necessary for enhanced security or security efficiency.)
19. Security projects that provide facility security that are not associated with preboard screening or ramp access control
20. Bomb detection dogs and kennels
21. Blast fences or berms in parking areas to protect terminals
22. Cameras
23. Security lighting
24. Motion sensors
25. Body armor
26. Improved security for check-in if needed to mitigate security requirements
27. Blast proofing of terminals and glass
28. Reconstruction of terminals to permit isolation of threats to confined spaces in terminals
29. Checkpoint exit lane technology
30. Cargo area security equipment or facilities
31. Land to construct security facilities

This is not considered a complete list but represents the type of projects that could be funded today under AIP and PFC revenue, assuming the Civil Aviation Security Field Office agrees that the project(s) is a critical security enhancement at the individual airport.

**Q. Are there any projects that are not able to be funded under AIP or PFC?**

**Ans.** Under current law, generally AIP and PFC cannot fund costs associated with law enforcement or security screening staff, utilities and other operational costs of the equipment/facilities, or maintenance costs.

**Q. So I am an airport and I need to get some projects done at my airport for security. How do I ask for assistance?**

**Ans.** If you have received AIP grants and/or PFC approvals in the past, the process is very similar to what you are used to. If you have not, you should contact your local FAA Airports Office (region or Airport District Office) so that we may take you through the entire process.

Your first stop about security advice as well as technical requirements should be with your local CASFO. If you need assistance finding the correct office, contact the FAA Airports Office and our personnel will help you find the right CASFO. It will expedite matters if you coordinate your needs with the servicing CASFO so that approvals will be easier.

**Q. If in complying with the parking lot 300-foot rule, my parking lot is closed, can I use AIP to build a new lot?**

**Ans.** You should first examine any mitigation measures such as blast fences, barriers, or use of explosive detection dogs. These items would be AIP and PFC eligible. Personnel costs are not allowable under either program. There is a strict prohibition regarding use of AIP and PFC for public parking facilities. However, there two exceptions. AIP and PFC may be used to construct a nonrevenue parking facility at a nonhub airport. These funds can also be used to construct a parking facility at an airport designated under the Military Airport Program (MAP).

**Q. Can an airport not covered under FAR Part 107 and/or which does not have a FAR Part 108 carrier, seek grants for security projects?**

**Ans.** Yes, if the CASFO agrees that the security project will enhance security and would permit carriers to operate from your airport into FAR Part 108 airports.

**Phone contacts:**

Federal Aviation Administration:

Airports Office, for Southern California: 310/725-3621

Airport District Office, for Northern California: 650/876-2778

State of California, Division of Aeronautics:

Security issues (Office of Aviation Planning): 916/654-4151

Funding questions (Office of Aviation Programs): 916/654-5174

[State matching of AIP is available for “security” projects with the usual conditions:

GA/Reliever airport, availability of funds, primary benefit to GA, project in CIP, etc.]